

ONE DOLLAR A YEAR.

THROWING WITH MEMORIES.

Old Panama and New—A Student of History Must Revel in Its Legends—The Narrow Path Between the Two Oceans Pressed By Many Famous Feet.

Imaginative and Historical.

"Then felt I like some watcher of the skies
When a new planet swims into his ken;
Or like stout Cortez, when with eagle eyes
He stared at the Pacific, and all his men
Look'd at each other with a wild surmise,
Silent, upon a peak in Darien."

Did that passage from Keats rise in the memory of the President as he stood for the first time on the narrow neck of land that divides the two oceans? Did he think of Cortez, and Balboa, and of Pizarro? Those men who in long ago centuries roamed over his swamps and marshes, waded his rivers, ravished his women and massacred his men? Where the President spent four days last week has been the breeding ground for all the pirate novels and the Indian romances of the last two centuries. Indeed, the early histories of the territory are little more than the wild romances of writers who saw little but guessed much of the conditions on that narrow neck of land which divides two great oceans and joins two great continents.

Even the discoveries there were part and parcel of the romance. Columbus tried to discover a passage and failed. And failure was a crime for he turned to Spain in tears to die in a hut, although he did a greater thing in discovering the great North American Continent, of which fact, however, he died in ignorance.

Oh, the shame of it all, that the man who, wittingly or unwittingly, should have made old Spain mistress of the seas for centuries should have died in degradation and misery and want! And what a shock the sly jade of fortune gives us when we are obliged to remember that the man who was so fortunate in his discovery of the New World was not a Spaniard, but a Genoese, a man who was so fortunate in his discovery of the New World was not a Spaniard, but a Genoese, a man who was so fortunate in his discovery of the New World was not a Spaniard, but a Genoese.

But one might go on forever about this wonderful land of Panama, where civilizations have risen and died, risen and died again. Five times the city has been destroyed by fire and by earthquake, and still it lives, and its people flourish until yellow jack passes them a visit, and the weaker die, and a new generation comes on the field of action.

Of all these things the President must be thinking as he wanders around in the "South Sea Bubble No. 1," where there has been history on the isthmus and its environs to spare, and it is safe to say that there is not a single corner of it that is not embellished with a death's head and crossbones; with murder, massacre, bitter jealousies, graft, greed, avarice—blood.

From a Scotchman's Viewpoint.

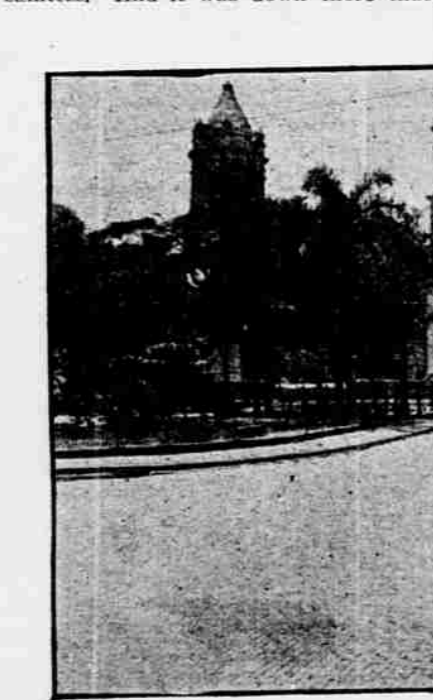
There is a pretty story called "Darien," written by Elliot Warburton, and in it is a canny Scot who has some ideas about Balboa and his expedition, and his discovery. "But of all the unimpaired impressions, I think that Balboa, when first he saw the great southern ocean burst in upon his sight, man has had but the most glorious vision—a vision, of things that could no be uttered—a visible, vague, prophetic glory—a good that was to come upon the earth in later days. Nae doot the avaricious and trooper understood little enough what sublime sensation was swelling his mind, and thought it was all mere gold, gold, gold! that fired his fancy with glorious images that he could not shape. But there was something grand, too, in how he hastened down to the ocean, and rushed in till it, breast high, brandishin' his sword over his head, and shoutin' out, 'Inhabitants of two hemispheres, Spaniards and Indians both, I call ye to witness that I take possession of this part of the universe for the crown of Castile. What my arm hath won for that crown my sword shall defend.' And sae sure enough, for nearly 200 years did the bloody sword of Spain oppress them sairly!"

Then for a century or more Panama and Darien were beset by pirates and buccaners, who plundered and ravaged the towns built by the Spaniards, burned their houses and laid waste their lands, just for sheer love of crime. There can be no excuse for anything that these bloodthirsty cutthroats did. Panama, which the ancients of that time describe as a dream city, was burned over and over again. Formerly a cliff that jutted out into the sea, it was finally located nearly five miles farther back on the mainland. In those days Spain was in the very zenith of her power, her fame, her wealth. Old Panama the splendor of the mother country was reproduced. With the wealth of the islands, the gold from Darien and the Central American coast and the other treasures of gold and silver and precious stones drawn from the treasures of old Mexico and Peru, Panama was rich—rich, and riotously revelled in a luxury that rivaled anything that Spain had ever known, and there was a dash and a pleasure about it all that was more Asiatic than Spanish in character.

There was a vice royal court, grand and imposing; proud and brave noblemen hung about the Viceroy, who was kingly in power and in surroundings. Along those wonderful highways, built by Spain to connect the Pacific with the Atlantic, remains of those paying are yet to be seen, women famed for beauty, mounted on Andalusian chargers, attended by obedient servants and noblemen for gallants, went to church and made love to the men who followed them.

loved them. That was, say, 200 years ago. To-day not a house remains intact in that city once considered the key to the Pacific, and the Gate to the Universe is silent and overgrown by a dense tropical forest that has been slowly hiding away these remnants of glory for two centuries.

Panama's Former Greatness.
The earliest church in America was built down there in Darien, and it was named, as was the isthmus, for Santa Maria de la Antigua del Darien, the saintless. And it was down there that



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Panama was once a walled city, and those walls cost over \$11,000,000 some 200 years ago, when Indian labor was not worth a penny a day. In many places, notably the battery, the walls and masonry were in excellent shape when we got hold of things. The famous cathedral of Panama is one of the show places, and has passed its 125th anniversary. The building, as will be seen, has two lofty towers of a pure Moorish type, whose walls of stone are covered with a cement for which the early Spaniards were famous, and in which are imbedded thousands of pearl shells and other things that have gone to, and worked into various designs on a field of red cement. There are huge doors, columns, niches for the 12 apostles and one above for the Virgin Mary.

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visit, but there was no excitement anywhere. President Roosevelt, much engrossed with the question of the Darien, the editor of the Jamaica Gleaner, who was received with other newspaper men on board the Louisiana, and British Consul Mallet to meet him at the Tivoli Hotel, Ancon, in order to discuss the labor question and the present conditions in Jamaica.

The President has shown himself very impatient of the social features of the trip as planned for him, feeling that he has little enough time for the business. He left the Tivoli Hotel on a special train shortly after 7 o'clock of the second morning to make an inspection of the canal work. He was accompanied by Mrs. Roosevelt and other members of the party. The train proceeded slowly to permit him to see everything that was being done. There was a steady rain, and this interfered with the inspection somewhat.

At 8:30 the Presidential train arrived at Pedro Miguel, where some steam shovels were at work. The President



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had his train stopped for the purpose of making a personal examination. At this point in the cut the peculiar soil conditions have resulted in more or less frequent landslides, and this fact was brought to the President's attention.

President Roosevelt descended from his train, and climbed up on one of the steam shovels, taking a seat alongside Engineer Gray, whom he subjected to a searching line of questions regarding the work. During his conversation Engineer Gray took the opportunity, on behalf of himself and the other engineers, to declare that, unlike the railroad engineers, they were not paid for overtime. The President promised to look into the matter. He stayed on the steam shovel about 20 minutes. By this time it was raining hard.

President Roosevelt told Chief Engineer Stevens that he wanted to see the works in connection with excavation, even to the temporary laying of tracks. With this in view he boarded a work train, and proceeded to the work on the next point, where steam shovels were at work. Here there was no danger of landslides.

The Presidential train continued on the regular line toward Panama. The work of the second steam shovel was observed, and the President made a brief examination of the site of the Pedro Miguel Lock.

The Culcra Cut.
At about 25 minutes past 9 the President entered the deep portion of Culcra Cut, his train going slowly, in order that he might observe the workings of the drill machines and shovels. A shovel was decorated with a sign, reading: "We will do our best to help you build it."

The President spent some time in the deepest portion of the cut, where, last Sunday, 22 tons of explosives were used to throw down 35,000 cubic yards of material.



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At Rio Grande the rain was still falling heavily. Mr. Stevens pointed out to the President the laboratory quarters under construction there. The President decided to leave his train and inspect personally the sleeping quarters of the Jamaicans. He inquired how the men were fed, and patiently listened to their complaints. He went thru the commissary, and commented upon the conditions prevailing in the Canal Zone.

the ladies of the party returned to Panama. At Matichin President Roosevelt went thru the machine shops, the foundry and the engine room. He also inspected the work of the Panama Canal Company.

The President has attended several social functions, shaken hands with everybody who wanted to see him, and in every way has borne himself exactly as he does when at home in the United States. He has been received with enthusiasm by the school children, and says he is as it can be for the remainder of his visit on the isthmus.

Ancient History.
Perhaps a little "ancient" history about the canal idea will not be amiss.

The idea of connecting the Atlantic and Pacific Oceans by way of the Central American isthmus is by no means new. That for centuries, from the time of Balboa's discovery of the Pacific (1513), in King's "Pioneers of the Isthmus of Panama," so much sought after in later times, is on this globe carefully traced. Gomers (1510-60), the historian, was the first to advocate a union of the oceans by means of a canal. Philip II. of Spain proved an implacable enemy to all such schemes. The Tehuantepec, Nicaragua and Darien routes were discussed in the 16th century, and the Dutch, it is alleged, made complete plans for a canal over two centuries ago. But no steps were taken to carry out the plan until Ferdinand de Lesseps, of Suez fame, convened in Paris, in May, 1879, an international Congress to discuss the plan of cutting the isthmus.

A plan previously prepared by De Lesseps was adopted, and a concession from the United States of Colombia to build a canal was secured. On Feb. 28, 1881, the first detachment of canal employees arrived at Colon; surveys were at once made, and the building of camps, hospitals, followed. In 1882 the canal company purchased the Panama Railway. De Lesseps's Engineering Commission to Panama in 1880 estimated that a canal could be made for \$15,000,000. De Lesseps reduced their figures to 600,000,000 francs, or \$24,000,000, and announced that a canal a mile, or tide-level canal, could be completed for less than \$100,000,000. Later he invited delegates to meet him at Panama in 1888 for its opening. Loans followed year after year.

Bankruptcy.
Meantime great interest charges accumulated and became burdensome, while little or no real work was done. The autumn of 1888 further borrowing became impossible. The company was forced into liquidation Jan. 1, 1889. Its assets, including the Panama Railway, were roughly estimated at \$70,000,000, with charges over \$4,000,000, with perhaps a fifth of the real work done.

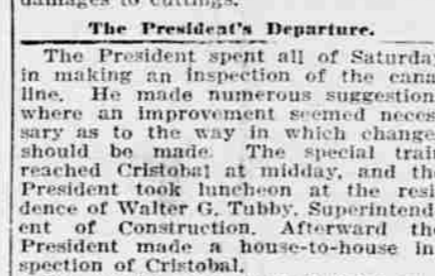
De Lesseps's plan was to build a canal in France. Shortly after the crash a liquidator was named by the Court of the Seine. In 1890 a commission of French and American engineers was appointed to study the project. The tide level cut at Colon was rapidly filling in, and the fine harbor was being lost. In 1891 the Government of Colombia granted to the Panama Canal Company an extension of 10 years from 1893 in which to finish their contract, provided operations were resumed before February, 1892. De Lesseps seemed to have entered upon the plan without sufficient knowledge. It is also alleged that much money was squandered thru extravagance and incapacity. Hundreds of the workmen were swept away by tropical diseases, yellow and pernicious fevers, dysentery, etc., the climate being a deadly enemy to the ill and death-dealing. Indeed, the isthmus and its towns are hotbeds of malignant disease, which is distributed by the workmen.

Back in 1849 one old resident said: "You may begin your canal, but you will not find trees enough to plant on the graves of your laborers who die."

Great and apparently insurmountable obstacles to a tide-level canal are the marshes and swamps on the Pacific coast. The unruly Chagres periodically overflows and fills the valley of the isthmus. In 1879 a flood lasting four days swept all before it, and the railway with 12 feet of water. Then there are serious natural obstacles in the line of the canal, as the swamps and the marshes, which are a deadly enemy to the ill and death-dealing. Indeed, the isthmus and its towns are hotbeds of malignant disease, which is distributed by the workmen.

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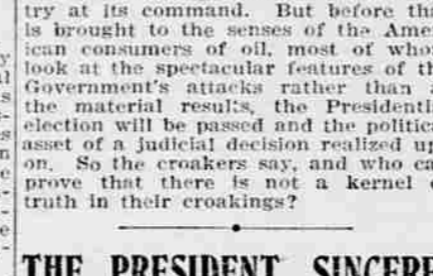
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The present proceeding is a civil one. It does not threaten imprisonment for the two Rockefeller, H. H. Rogers, John D. Archbold or the rest of the individual defendants named. Their personal liberty is not imperiled, and cannot be by this proceeding.

The suit has been widely expected. For weeks the newspapers have been full of the preparations, in spite of efforts at the Department of Justice to observe secrecy about what was being done. Much news about these preparations came from the President himself, who felt free to discuss the plan that did not involve the disclosure of confidential sources. It may sound cynical to doubt the efficacy of the proceeding in equity, inaugurated under provisions of the Sherman act, but there is a strong undercurrent of doubt among the prominent lawyers of official Washington. They will not talk for publication, but they are not without their own private opinions. They are pointing to the Northern Securities suit and to the beef trust injunction proceedings. How many people remember that only a year ago a civil proceeding in equity against the Beef Trust was brought to a climax when the United States Supreme Court, from whom there is no appeal, in the United States Circuit Court of Appeals, decided to control the purchase of live stock was unlawful? Yet there was such a decision under this very same Sherman anti-trust law. Has kept the price of choice cuts of beef from soaring into the cerulean blue? Has it reduced the price of any kind of meat? Let the business and the public decide.

The Republicans went into the Presidential election of 1904 with the glorious decision of the United States Supreme Court as a leading theme in popular favor. Attorney-General Knox had fought that case thru to a finish, and it was supposed to have been a great victory for the people. But the Supreme Court declared that the Northern Securities Company, as a holding corporation for the stock of the Burlington, Great Pacific and Great Northern, and other railroads, was unlawful. It has often been asked since then how that decision helped the passengers on any one of those three great western railroads or those who shipped freight. They have never admitted any reductions in the cost of service performed by them. No one has been discovered who has been benefited by the decision. It is still the controlling owner in the three big lines. The Northern Securities Company is still the controlling owner in the three big lines. The Northern Securities Company is still the controlling owner in the three big lines.

The croakers are now proclaiming that there will be a similar outcome with the Standard Oil suit. It will come to a head before the Supreme Court, they say, in just about time for the Republicans to have a new issue in the Presidential campaign of 1908. The dear people will hurray at the spectacle of a gigantic blow dealt the oil octopus. It will take the dear people two or three years after the decision has been rendered to realize that it costs just as much as ever to fill the oil can at the corner grocery. It is not to be fairly certain that the Government will win its case, as it has won in the Northern Securities and the Beef Trust injunction suits. Of course, the oil octopus will grow and writhe if its present organization is broken up, and the combination of the Standard with 70 other corporations is declared unlawful. But the Standard has been thru similar assaults before. It has always changed to some other form of organization. Can it do so again? Perhaps it can with the best legal talent of the country at its command. But before that is brought to the senses of the American consumers of this most essential of commodities, the Government will look at the spectacular features of the Government's attacks rather than at the material results. The Presidential election will be passed, and the political asset of a judicial decision realized upon. So the croakers say, and who can prove that there is not a kernel of truth in their croakings?



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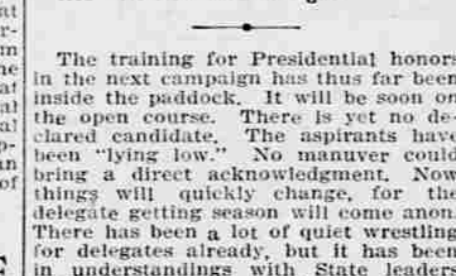
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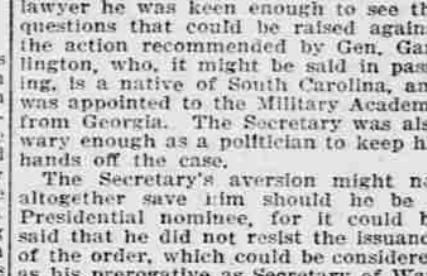
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The present proceeding is a civil one. It does not threaten imprisonment for the two Rockefeller, H. H. Rogers, John D. Archbold or the rest of the individual defendants named. Their personal liberty is not imperiled, and cannot be by this proceeding.

The suit has been widely expected. For weeks the newspapers have been full of the preparations, in spite of efforts at the Department of Justice to observe secrecy about what was being done. Much news about these preparations came from the President himself, who felt free to discuss the plan that did not involve the disclosure of confidential sources. It may sound cynical to doubt the efficacy of the proceeding in equity, inaugurated under provisions of the Sherman act, but there is a strong undercurrent of doubt among the prominent lawyers of official Washington. They will not talk for publication, but they are not without their own private opinions. They are pointing to the Northern Securities suit and to the beef trust injunction proceedings. How many people remember that only a year ago a civil proceeding in equity against the Beef Trust was brought to a climax when the United States Supreme Court, from whom there is no appeal, in the United States Circuit Court of Appeals, decided to control the purchase of live stock was unlawful? Yet there was such a decision under this very same Sherman anti-trust law. Has kept the price of choice cuts of beef from soaring into the cerulean blue? Has it reduced the price of any kind of meat? Let the business and the public decide.

The Republicans went into the Presidential election of 1904 with the glorious decision of the United States Supreme Court as a leading theme in popular favor. Attorney-General Knox had fought that case thru to a finish, and it was supposed to have been a great victory for the people. But the Supreme Court declared that the Northern Securities Company, as a holding corporation for the stock of the Burlington, Great Pacific and Great Northern, and other railroads, was unlawful. It has often been asked since then how that decision helped the passengers on any one of those three great western railroads or those who shipped freight. They have never admitted any reductions in the cost of service performed by them. No one has been discovered who has been benefited by the decision. It is still the controlling owner in the three big lines. The Northern Securities Company is still the controlling owner in the three big lines. The Northern Securities Company is still the controlling owner in the three big lines.

The croakers are now proclaiming that there will be a similar outcome with the Standard Oil suit. It will come to a head before the Supreme Court, they say, in just about time for the Republicans to have a new issue in the Presidential campaign of 1908. The dear people will hurray at the spectacle of a gigantic blow dealt the oil octopus. It will take the dear people two or three years after the decision has been rendered to realize that it costs just as much as ever to fill the oil can at the corner grocery. It is not to be fairly certain that the Government will win its case, as it has won in the Northern Securities and the Beef Trust injunction suits. Of course, the oil octopus will grow and writhe if its present organization is broken up, and the combination of the Standard with 70 other corporations is declared unlawful. But the Standard has been thru similar assaults before. It has always changed to some other form of organization. Can it do so again? Perhaps it can with the best legal talent of the country at its command. But before that is brought to the senses of the American consumers of this most essential of commodities, the Government will look at the spectacular features of the Government's attacks rather than at the material results. The Presidential election will be passed, and the political asset of a judicial decision realized upon. So the croakers say, and who can prove that there is not a kernel of truth in their croakings?



GOVERNMENT HOSPITAL.

The rain was now coming down in torrents, and the water poured in rivulets down the funnel-shaped sides of the famous cut. Several charges of dynamite were exploded in order that the President might see the effect, after which he went back to his own train.

Mr. Roosevelt displayed great interest in a visit, and the weaker die, and a new generation comes on the field of action.

Wearing white overalls, he waded through the mud and to look at the work in the Culcra Cut. He also inspected the Culcra Hotel, the penitentiary, commissary and other places. He went thru the commissary, and commented upon the conditions prevailing in the Canal Zone.

At Rio Grande the rain was still falling heavily. Mr. Stevens pointed out to the President the laboratory quarters under construction there. The President decided to leave his train and inspect personally the sleeping quarters of the Jamaicans. He inquired how the men were fed, and patiently listened to their complaints. He went thru the commissary, and commented upon the conditions prevailing in the Canal Zone.

THE STANDARD OIL CASES.

The Biggest Lawsuit in History—Months of Careful Preparation. What Will Be the Outcome?